

County Government. Samuel G. Smith. Hillsboro. W. Va. Pocahontas Co. # I.

The county roads when the county was first settled were mere trails cut out of our vast wilderness by the Indians, when the first white settlers came from beyond the Alleghenys they began to cut out these Indian trails that in the years that followed became our main highways, but the two roads of note were the Staunton and Parkersburg Turnpike coming from across the Allegheny Mountains and The Marlins Bottom Lewisburg Turnpike, these two roads led to supply lines, and Railroad centers outside our borders, and the revenue of the county went to keep up these two roads as they were the main ones used to get supplies in from Staunton, Millboro on the East and to the Greenbrier and Greater Kanawah Valleys on the South. These roads were plain dirt roads which became almost impassible in the fall and winter months, a greater part of these main roads were kept up for years from toll collected at various toll gates along these main highways, but these were gradually done away with and taxation kept them in repair. Along about 1900 the first macadam roads were built taking the place of the dirt roads that were so numerous throughout the county. The coming of the hard roads meant increased taxation and many times a certain district within the county would sell bonds in order to raise an amount sufficient to complete leading highways in this particular district, this meant higher rate of taxes

POCAHONTAS COUNTY GOVERNMENT. Samuel G. Smith. Hillsboro. W. Va. Pocahontas Co. # 2

retire or pay off these bonds, much of our county roads have been built by issuing bonds .

The gasoline tax and the money derived from the sale of automobile license have lifted a great burden from the county governments shoulders as a means of raising revenue to build and maintain our class (A) roads while our secondary or class (B) roads were kept up by county taxes until 1932 when the state took over all roads in the state, all machinery and equipment that was owned by by the counties throughout the state. Pocahontas County has approximately 1,500 passenger cars, 350 trucks and 10 motorcycles that travel the roads throughout the county that they themselves help to build and maintain by gasoline tax and license.

Until about 1933 and 34 many sections of the county were without roads but since that time the W.P.A and the C.C.C have built roads until at the present time there are very few sections in the entire county without a farm to market road and roads have been built by the C.C.C into the more mountainous sections where wild life is plentiful and plenty of room for recreation, and it is on many of these roads that we find our state flower the Rhododendron which is so prevalent in Pocahontas. With the coming of the hard road and the automobile old dobbin the horse began to decline in numbers until today horses and horse drawn vehicles are seldom seen on our main highways. Prior to 1934 the county had a general county road fund

County Government. Samuel G. Smith. Hillsboro. W. Va. Pocahontas Co. # 3.

also a District Road fund and in this way if a certain district wanted to build some extra road over and above their allotment from both the general county fund and what they might have available in their district road fund, they could issue bonds to be retired by extra taxation on this particular district. ((Report next week will deal with the bond issues of Pocahontas County from time to time.))))))))))))

In 1926 when A.C Barlow was elected to the County court replacing E.H Williams the court had three Democratic members which is thought by many citizens in the county to be unsafe as it is thought that the minority party should have representation on the court who in turn represent the population of the county. In 1928 William M. Buckley of Buckeye ran for state senator carried the county by a good majority but failed to carry the other counties in this senatorial district. In this same year Dr. George F. Hull of Durbin was elected to the House of delegates. In 1928 R.N Nottingham was elected Assessor with J.R Gum, L.B Callison and Miss Anna Lee Irvine as his deputies. S. Reid Moore was elected Sheriff on the Republican ticket with R.O Crowley, R.M Bruffey and Howard McElrce as his deputies.

In 1932 R.W Buzzard was elected Sheriff on the Republican ticket with the same deputies that Moore had had. The late A.P Edgar was ele-

Prosecuting Attorney over his Republican opponent A.L. Cooper and
Circuit Clerk Kerth Nottingham was elected over his Republican opp-
onent D.O. Adkison who had filled this position for 12 years prior to this
time. and Moody Kincaide was successful for County Clerk over E.C. Smith
the Republican candidate. R.N. Nottingham was elected Assessor over Edd
Galford. R.W. Brown was elected County Surveyor over John T. Nelson, with
G.A. Sharp being elected over A.C. Pifer for County Court member for Ed-
ray District, and to the House of Delegates the late F.R. Hill was elected
over S.J. Rexrode. In 1934 the citizens of the county voted on an amend-
ment that had had much criticism and comment up until that time the
ratification of the Prohibition amendment after much talk pro and con
the election was held and when the votes were counted it was found that
the vote stood for ratification 3988 and against ratification 2945.

In 1936 R.N. Nottingham was elected Sheriff over Walter Shaf-
er his Republican opponent by a vote of 3902 to 3096, Nottingham chose as
his Deputies E.B. Callison as Office Deputy, Frank McLaughlin, Ralph Moore
field deputies and O.B. Curry as Jailor. For Prosecuting attorney Richard
F. Currence (Dem 4103) A.L. Cooper (Rep) 2854. For Assessor H.W. Beard (Dem) 3787
Lloyd Vanreenen (Rep) 3135. House of Delegates June McIlwee (Dem- 4117, S.J.
Rexrode (Rep) 2833. County Court F.A. Fritchard, Dem 4131, W.W. Marshall Rep. 2721
and County Surveyor W.R. Sutton Dem. 3987. Harper Adkison Rep. 2566.